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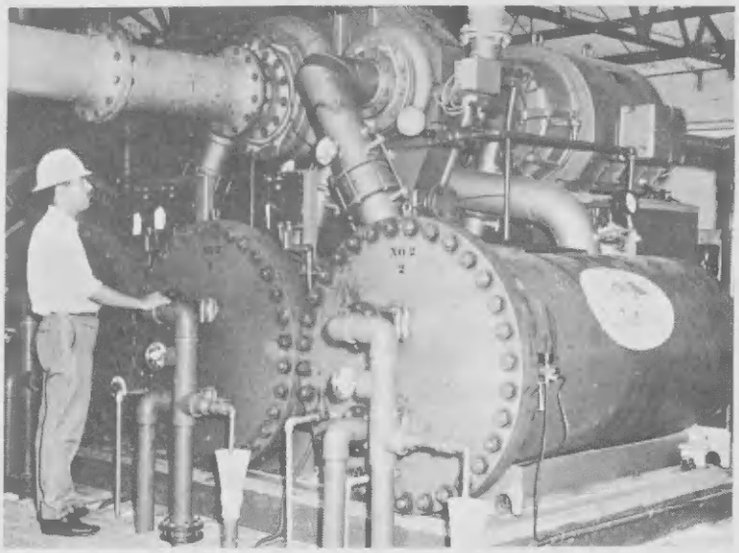

Mechanical Engineer Albino Yarzagaray carefully observes pressure gauges on one of two new, more compact and powerful centrifugal air compressors at Powerhouse No. 1. The new units will replace two reciprocating compressors used since the 1930's.

Enginiero mecanical Albino Yarzagaray ta observa cuidadosamente e meternan di presion ariba uno di e dos compresornan di aire nobo, di tipo centrifugal cu ta mas compacto y potente, na Powerhouse No. 1. E unidadnan nobo ta reemplaza dos compresor reciprocador na uso desde anjanan 30.

Dos Compresor Nobo Awor Ta Duna Aire Pa Opera Planta y Herment

Dos compresor nobo, di gran velocidad, centrifugal di cuater etapa, a caba di ser instalá den Powerhouse No. 1, pa reemplaza dos compresor bieu, di tipo reciprocal, na uso for di anja 1935.

E compresornan cu ta producto di fabrica Joy, ta completamente automatico y nan impulsornan tin e cantidad mas haltu di revolucion den refineria: 30,000 te 36,000 revolucion cada minuut. Un motor di 1260 cabai ta drei cada compresor, cual ta exigi menos mantencion y lo sigura operacionnan cu ta mas liber di fayo. Diferente for di e unidadnan bieu, cual huntu por a produci 4700 pia cubico di aire comprimi cada minuut, cada pieza di equipo nobo por entrega 6000 pia cubico di aire pa minuut. Presion di aire ta controla na 110 -125 liber pa pia cuadrá. E aire aki ta worde friá promer cu e pasa pa various linja di tuberia pa uso den unidadnan di refineria, por ehempel pa sandblast, move zeta den tan-

(Continuá na pagina 6)

Employees' Air Tools, Units Get Air Now From Two New Compressors

Two new high-speed, four-stage centrifugal air compressors have been installed at Powerhouse No. 1 to replace two old-type air reciprocating compressors used since 1935.

The Joy-manufactured air compressors are fully automatic and their impellers have the highest revolutions in the refinery: 30,000 to 36,000 RPM (Revolutions per minute). Driven by a 1250-HP motor, each compressor will require less maintenance and will insure more trouble-free operation. Unlike the old units, which together could handle 4,700 cubic feet of compressed air per minute, each of the new equipment can provide 6000 cubic feet of air per minute. The air pressure is controlled at 110-125 p.s.i. This air is cooled before passing through various pipelines for use in the refinery units, such as for sandblasting, tank agitation, or for construction tools, actuators and control instrument systems.

The more compact equipment, combined with the No. 6 Reciprocating Compressor at Powerhouse No. 2, can provide a total of 17,000 cubic feet of air per minute: Refinery air consumption is now averaged at 5500 cubic feet per minute while during peak period 12,600 cubic feet are required.

These modern units have been installed at a cost of approximately Fls. 950,000 and will start full-time operation this month.

Project engineer is Albino Yarzagaray, engineer in Mechanical-Engineering Division.

During a visit to Lago, new Venezuelan Consul Mr. Ramon Iturbe (left) met Lago's President W. A. Murray.

Durante un bishita na Lago, e Consul Venezolano nobo Sr. Ramon Iturbe (robez) tabatin un encuentro cu President di Lago W. A. Murray.

Diez Empleado Premia Pa Sugerencianan CYI Acepta den Februari

Premionan di CYI pa un total di f. 505 a bai pa diez empleado durante Februari. E premio mas haltu di luna a bai pa Adolfo M. Arends di Mechanical-Shop Zone, cu a gana f. 85 cu su sugerencia pa „instala un aparato secretarial pa contesta telefon riba mesa di Planner-Instrument Maintenance Section".

E suma di premio cu ta sigi ta f. 50, cual a worde pagá na Dominico Rasmijn di Process-Oil Movements pa su sugerencia: „Instala un valve pa cera tubo na banda di Tanki 111 riba 16 FS5 y 16 FD6, y conecta e valve na succion y descarga di pompnan 2307 y 400". Perseus G. Brown di Mechanical-Oil Movements Zone tambe a gana f. 50 cu su sugerencia pa „instala un tubo for di e linja di descarga di e pomp cu ta subi presion, te na linja di descarga di e pomp pa producto na waf".

F. R. Lo Fo Sang di Mechanical-Oil Movements Zone a gana dos premio CYI di f. 40 cada un. Otro empleadonan cu a bira ganador di f. 40 pa

(Continuá na pagina 6)

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A. Werleman - Editor; Miss L.I. de Lange - Assoc. Editor;
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Let Motorbike Be a Friend, Not Foe

One of the vehicles seen more often on Aruba's roads now is the motorbike. These bikes, mostly used by youngsters, are made to assist man in getting from one place to the other quicker and with the least of effort. Whether they are used for business or pleasure, the idea should be to get to one's destination in time and in style.

It should be realized, however, that because of their design, motorbikes and motorcycles have more inherent hazards. Being open, they offer little protection in collisions and falls. Therefore, riders should wear safety helmets.....

Since they have only two wheels, they are more liable to skid on corners or on slippery roads. One should reduce speed accordingly.....

Because brakes on a motorbike cannot be as effective as those of a car, the rider should always travel at a safe speed. High speed riding only invites disaster, as the motorbike may skid and throw off its rider..... The result has been fatal in many cases. Remember, motorbikes are not made for racing!

Aruba has 140 motorcycles, 115 motorbikes and 50 scooters on the road. There has already been a relatively high number of fatalities caused by unsafe, unwarranted attitudes of the users of motorbikes. Last year, five of the twelve traffic fatalities involved youngsters with a motorbike. This year there have been five traffic fatalities in the first two months, one caused by a motorbike. Should this death toll of our young people be continued? Of course, it should not!

All who believe in safer traffic can help to make Aruba's roads safer for its inhabitants. Here are a few hints for motorbike owners:

1. Motorbike riders must observe the prescribed 40 km speed limit.
2. They should use safety helmets for better protection.
3. Before getting a permit, motorbike riders should be required to pass a driving test.
4. Motorbikes should be in safe operating condition at all times.
5. Speed limit should be reduced extra at corners, on slippery roads or in dangerous traffic situations.
6. Organized in a Motorbike Club, motorbike riders could be educated towards greater safety consciousness on the road.

Let's all try to use a motorbike as a useful means of transportation for business or pleasure. Don't let it become a dangerous weapon for destruction of young lives.

TRAFFIC STATISTICS - ARUBA
(Statistiek di Trafico)

	1966		1967		1968		1969	
Month	Accid.	Fatal.	Accid.	Fatal.	Accid.	Fatal.	Accid.	Fatal.
Jan.	78	1	95	2	110	0	111	3
Feb.	92	1	[illegible]	0	119	0	109	2***
Mar.	[illegible]	1	107	0	108	1		
April	108	1	87	0	99	[illegible]		
May	83	1	95	0	105	1		
June	106	2	99	0	95	5		
July	87	0	102	0	114	1		
Aug.	85	1	95	1	96	0		
Sept.	80	0	98	2	99	1		
Oct.	103	2	94	1	124	0		
Nov.	107	3	91	0	124	1		
Dec.	111	1	125	1	136	[illegible]		
Total	1124	14	1186	7*	1329	12**		

* Involving motorbike: one (causa pa bromfiets: uno),
** Involving motorbike: five (causa pa bromfiets: cinco),
*** Involving motorbike: one (causa pa bromfiets: uno).

Laga Bromfiets Ta Bo Amigo y no Enemigo

Un di e vehiculonan cu nos ta mirando mas y mas riba cajanan di Aruba ta bromfiets. E brommernan, pa majoria den uso di hobennan, a worde trahá pa juda hende move di un lugar pa otro mas rapido y cu minimo di esfuerzo. Sea usá pa negoshi of pa placer, e idea ta pa jega na bo destino na tempu y manera drechi.

Sinembargo, nos tin cu realiza cu pa motibo di nan diseño, motocicleta y brommer tin mas riscu cu nan. Como cu nan ta habrí, nan ta duna poco proteccion ora di choque y caida. Y ta pesey esnan cu ta usa brommer mester bisti helm di seguridad.

Ya cu ta dos wiel so nan tin, un brommer ta slip mas liher na skinanan y riba caja muhá. Pesey, baha velocidad segun circunstancia.

Pasobra breeknan di un brommer no por ta asina efectivo manera esunnan di auto, ta bon pa stuur brommer semper na un velocidad cu ta garantiza seguridad. Core na velocidad haltu ta nifica provoca desastre, pasobra e brommer por slip y tira esun cu ta stuur afor..... Den hopi caso resultado tabata fatal. No lubida cu brommer no a worde trahá pa pustamentu!

Aruba tin 140 motocicleta, 115 brommer y 50 scooter riba caminda. Ya tabatin aki un cantidad relativamente haltu di morto causá door di actitud sin seguridad y sin hustificacion di esnan cu ta usa brommer. Anja pasá cincu di e diezdos morto di trafico tabata di hobennan riba brommer. E anja aki ja tin cincu morto den promer dos luna, un causá door di un brommer. Nos hobennan mester sigi paga e prijs aki cu morto? Naturalmente cu no!

Tur hende cu ta kere den mas seguridad den trafico por juda haci cajanan di Aruba mas seguro pa habitantenan di nos isla. Aki tin algun sugerencia pa esnan cu ta usa brommer:

1. Esnan cu ta usa brommer mester respeta limite di velocidad di 40 kilometer pa ora.
2. Nan mester usa helm di seguridad pa mihor proteccion.
3. Promer cu duna nan un rijbewijs, ta cumbini pa pone esnan cu ta usa brommer pasa un examen.
4. Brommernan mester ta semper den bon condicion di uso.
5. Limite di velocidad mester worde reducí mas na skinanan, caja muhá of camina di tera, y den situacionnan peligroso den trafico.
6. Si nan ta organisá den un Club di Brommer, anto esnan cu ta usa brommer por worde sinjá di observa mas seguridad riba caminda.

Laga tur trata di usa brommer como un vehiculo util pa transportacion, pa negoshi of pa placer. No lagé bira un arma peligroso pa destruccion di bida di hobennan.

30th Service Anniversaries - February

Fedelito R. Bebrout

Fedelito R. Bebrout was originally employed as Laborer in Process-Utilities in 1939. He advanced to Controlman in 1943. In 1945 he was promoted to Assistant Operator. Three years later he became Operator and in 1957 he was promoted to Assistant Shift Foreman. Mr. Bebrout, at present a Shift Foreman, celebrated his service anniversary February 14.

Walton Prime

Walton Prime has spent his entire 30 years of Lago service in Process-Utilities. He started as a Laborer in 1939 advancing to Operator in 1954. This title was changed to Air Conditioning Technician in 1962. In September 1964 he became Shift Foreman in Process-Refining Utilities, the position he holds at present. Mr. Walton completed his 30th service anniversary February 15.

Garbiro Dirksz

Garbiro Dirksz joined Lago as Messenger in the Dry Dock. He subsequently worked as Office Boy, Apprentice Typist, Apprentice Clerk, Shipyard Clerk and up to 1950 as D & C Clerk in the Company's shipyard. Mr. Dirksz was promoted to Section Head-Files in Marine-Haulage Coordination in 1960. In 1962 he became Ship Dispatcher. At present a Marine Dispatcher in Process-Oil Movements, Mr. Dirksz celebrated his 30th service anniversary February 17.

William H. Arndell

William H. Arndell, Mechanical-Equipment Section, began [redacted] Junior Cleaner in the Medical Department in 1937, but resigned in 1942. He returned in 1945 as Laborer in Mechanical - Machinist, where he progressed to Machinist Helper in 1947. He became Machinist "A" in 1959; this title was changed to Equipment Tradesman "A" in July 1967. He completed 30 years of Lago service February 17.

George I. Brown

George I. Brown's service with Lago dates back to April 1937, when he began as Laborer in Mechanical-Instrument. He later worked as Waiter in the Esso Club. Following a short break in service, Mr. Brown was reemployed as Watchman in the Police Department. In 1942 he transferred to Mechanical-Machinist where he progressed to Machinist "A" in 1957.

Mr. Brown, an Equipment Tradesman "A" since 1967, commemorated his service anniversary February 22.

Gustave W. Williams

Gustave W. Williams began his Lago career in Mechanical-Electrical as a Laborer. He became Electrician Helper "A" in 1942. After a break in service due to resignation, he worked in the Instrument Section where he advanced to Instrument Helper "A" in 1947. He transferred to Storehouse in 1950, advancing to Material Dispatcher in 1956. Mr. Williams celebrated thirty years of service February 23.

25-Year Service Watch Recipients

Philip J. Lo A Njoe - Process-Refining
Vivian Hassell - Process-Refining

These are the two stars in the Lago program ADAM-12 over Tele-Aruba every Sunday night from 8-8:30. They are Kent McCord (left) and Martin Milner, starring as uniformed officers on patrol car duty.

Esakinan ta e dos estrellas den programa di Lago ADAM-12 na Tele-Aruba tur Diadomingo anochi di 8-8:30. Nan ta Kent McCord (robez) y Martin Milner, actuando como oficialnan uniformá den servicio cu nan auto di patrol.

Ten Employees Earn CYI Cash Awards For Ideas Adopted During February

CYI awards totalling Fls. 505 were paid out to ten employees during February. The highest award during the month went to Adolfo M Arends of Mechanical-Shop Zone, who won Fls. 85 for his idea to "install secretarial answering unit on desk of Planner-Instrument Maintenance Section."

The next highest award of Fls. 50 was paid to Dominico Rasmijn of Process-Oil Movements for his suggestion to "install a block valve between lateral of Tank 111 on 16 FS5 and 16 FD6 and hook up same to suction and discharge of 2307 and 400 pumps. Perseus G. Brown of Mechanical - Oil Movements Zone also won Fls. 50 for his idea to "install a line from the discharge lines of the booster pump to discharge line of product pump to dock."

F. R. Lo Fo Sang - Mechanical-Oil Movements Zone won two CYI prizes of Fls. 40 each. Other employees whose adopted suggestions earned them Fls. 40 are:

Rosendo A. Colina, Mechanical-Oil Movements Zone;

Balbino Figaroa, TD-Lab. Inspection;

Maximo Croes, Mechanical-Refining Zone;

Adelbert Angela, Process-Oil Movements;

Paul E. Hassell, Process-Oil Movements;

E. H. A. Tjin Kon Fat, Mechanical-Engineering.

Sand Pile And Vibro-Flotation Used To Compact Site for Six Tanks

A 7½ million guilder project is underway at Lago which will convert the Lower Storage Yard area into the site for six new 400,000-barrel fuel oil tanks with blending facilities. The project is part of the hydrodesulphurization project.

In addition to the six tanks, the facilities to blend and handle fuels include high capacity pumps, network of pipes, instruments, utilities such as steam, compressed air, electric power and drains, safety facilities, and roads.

During the construction period, the project will offer employment to approximately 300 workers of varied skills. Started in September 1968, the project is estimated to be completed by the end of this year.

To prepare the site, some special techniques have been used to compact the rather soft subsoil in some sections of the Lower Yard Storage area. One of them is called vibro-flotation.

Another technique was to utilize a huge pile of sand of about 60,000 cubic yards to compact the tank foundation areas. The huge pile, 25 feet high covering the complete area of an individual tank foundation, weighed approximately 50,000 tons. After some ten days, the weight of the sand reached its maximum effect in compacting the subsoil. The sand pile was then moved to the next tank site to give it a similar treatment.

Where none of these techniques would work, the tank site had to be excavated and filled with sand.

With the exception of the tanks, the project is being carried out by Arthur G. McKee & Co. The tank construction has been contracted to Chicago Bridge & Iron Co. Subcontractors on the project include Wegenbouw Mij., Jossy Motors Transportation, Johnson's Enterprises and Aruba Painting.

Project Manager is Allan Temple, assisted by Project Engineer Gene Goley and Field Engineer Hank Frederiks.

Two of six 400,000-barrel tanks for handling fuel oil are presently under construction at the Lower Storage Yard Area.

Trucks and tractors resemble crabs on this huge pile of sand, 25 feet high, used to compact the subsoil for tank foundations.

Trucknan y tractornan ta parce cangreuw ariba e monton grandi di santu, di 25 pia haltu, usa pa pak tera pa fundeshi di tanki.

A "bridgehead" ashore is being built, while a pile driver is installing piles for a trestle to a 60 by 80 feet platform some 500 meters from shore for Lago's Offshore berth.
Un cabecera na tera ta ser traha, mientras un mashin di claba tubo ta instalando tubo pa un camina pa un plataforma di 60 pa 80 pia como 500 meter for di costa pa e waf riba lama.

Work is also in progress on layir berth, while a road to the moorin
Trabao tambe ta en progreso pa l lama, mientras un camina pa e fa bao di const

Santo y Vibro-Flotacion Ta Usa Pa Pak Tereno pa Traha 6 Tanki

Dos di seis tanki di 400,000-baril pa trata fuel oil awor ta bau construccion na e sitio di Lower Storage Yard.

Un projecto cu ta costa 7½ miljon florin ta progresando na Lago. Esaki lo cambia e tereno cu jama Lower Storage Yard den un lugar caminda lo bini seis tanki nobo pa fuel oil di 400 mil bari cada un, cu otro facilidad pa fuel oil. E projecto ta parti di e projecto di desulfurizacion.

Fuera di e seis tankinan, e otro facilidadnan pa trata y pomp combustiblenan ta inclui pompnan di gran capacidad, un red di tuberia, instrumentonan, utilidadnan manera stoom, aire comprimí, electricidad, tubo pa awa core bai, facilidadnan di seguridad y caminanan.

Durante e tempu di construccion, e projecto lo duna trabao pa mas of menos 300 trahador cu un variedad di capacidadnan. E projecto aki a cuminza na September anja pasá y nan ta calcula cu lo e keda cla na fin di e anja aki.

Pa prepara e lugar pa traha tanki, compania a usa algun metodo especial pa haci solido algun seccion di Lower Storage Yard caminda tera tabata poco moli. Un di nan jama vibro-flotacion.

Un otro manera di traha tabata di usa un enorme monton di santu di mas of menos 60,000 yarda cubico pa primi riba fundamentonan pa tanki, y haci e lugar solido. E monton enorme, 25 pia haltu, ta cubri completamente e sitio pa cada tanki su fundamento, y su peso ta aproximadamente 50 mil ton. Despues di diez dia peso di e santu a alcanza su efecto mas grandi den solidificacion di tera bao di e monton. Despues nan a move e monton di santu pa e lugar banda di esun promer, pa duna e tera eynan e mes tratamento.

Caminda ningun di e metodonan aki di trabao tabatin efecto, tabata necesario pa coba sitio di tanki nobo y jené cu santu.

Cu excepcion di e tankinan, e projecto ta den man di Arthur G. McKee & Co. Construccion di tankinan a keda contratá na Chicago Bridge & Iron Co. Sub-contratistanan pa e projecto ta inclui Aru-

(Continuá na pagina 8)

re is a section of the Lower Yard Storage Area where six new tanks of 400,000-barrels are now being erected.

i ta un seccion di e sitio di Lower Yard Storage na unda seis tanki nobo di 400,000 baril awor ta ser construi.

elines to the offshore sea lity is under construction.
tubo pa e waf pafor ariba id di traca bapor awor ta on.

This site east of Powerhouse No. 1 is being prepared for erecting most of the units of Lago's Desulphurization Project. The site will be filled up with sand dredged from the lagoon.
E sitio aki pariba di Powerhouse No. 1 ta ser prepara pa construi mayoria di e unidadnan di Lago su proyecto di Desulfurizacion. E sitio lo ser yena cu santo draga for di lagoen.

New, More Durable "Mouthpiece" Installed on Two Highest Flares

The two highest flares at Lago that are spitting flames night and day are being provided with what may be called new "mouthpieces". At present work is in progress on the Alky II flare, which rises 225 feet high, to replace some 8 feet of its top section. Installed by Chicago Bridge & Iron Co., the new section is built of more durable material, called Incaloy, has a different design and is provided with a wind funnel on the west side to help direct the flame straight up. With the steady tradewinds, the flame at the end of a straight pipe would spread around and down the offwind side and burn away that section. The wind funnel is designed to eliminate this.

Also the Cracking Plant flare, similar in size as the Alky II stack, will be repaired this month and be equipped with a wind funnel.

Alky II flare (225 feet) is being repaired and is already equipped with a new tip and wind funnel to direct flame straight up. In background is the Cracking Plant flare, which will also get a new tip with wind funnel this month.

Alky II flare (225 pia haltu) ta ser drecha y ya ta equipa cu un top nobo cu trechter pa bientu pa dirigi vlam street bai ariba. Banda patras por mira e Cracking Plant flare, cu tambe lo haya un top cu trechter pa bientu e luna aki.

CYI pa Februari

(Continuá di pagina 1)

nan sugerencianan aceptá tabata:

Rosendo A. Colina, Mechanical-Oil Movements Zone;

Balbino Figaroa, TD-Lab. Inspection;

Maximo Croes, Mechanical-Refining Zone;

Adelbert Angela, Process-Oil-Movements;

Paul E. Hassell, Process-Oil Movements;

E. H. A. Tjin Kon Fat, Mechanical-Engineering.

Dos Flarenan Ta Haya Un "Boca" Nobo y Mas Durabel Contra Vlam

E dos flarenan mas haltu na Lago, cu ta manda vlam di dia y di anochi, ta bai haya loke nos por jama "boca" nobo. Actualmente trabao ta progresando riba esun banda di planta Alky II cu ta 225 pia haltu, pa reemplaza 8 pia di e seccion mas haltu. E pieza nobo ta worde instalá door di Chicago Bridge & Iron Co. y ta trahá di un metal mas durabel cu jama Incaloy. E ta di diferente diseño y tin un trechter pa bientu na banda pabao, pa juda manda vlam recht ariba den aire. Bao di forza di nos bientu passaat, e vlam na fin di e tubo recht lo plama rond y na banda abao di e parti cu ta keda pabao di bientu, y kima e seccion ey. Pa elimina e riscu ey, tin un trechter pa bientu.

Tambe e flare banda di Cracking Plant, mes grandi cu esun di Alky II su schoorsteen, lo worde drechá e luna aki y lo hanja un trechter.

Tur dos flarenan ta worde usá pa kima gas excesivo di refineria na un haltura cu no por causa danjo.

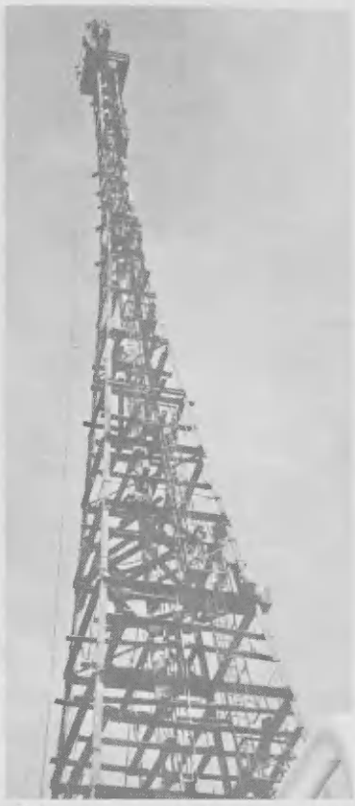
Virginia Fay Proterra Makes the Dean's List At Longwood College

Virginia Fay Proterra of Seroe Colorado made the dean's list for academic excellence during the first semester of Longwood College, it was announced recently by Herbert R. Blackwell, dean of the college.

Measured against a maximum academic average of 4, the dean's list includes only students who achieved 3.5 (B+) or better on all courses, with no grade below C.

A senior majoring in elementary education, Miss Proterra is the daughter of Mr. and Mrs. Anthony Joseph Proterra of Aruba. She is a 1965 graduate of Seroe Colorado-Aruba high School. Mr. Proterra left Aruba on retirement in December, 1968.

Longwood College offers a liberal arts program and graduate degrees in English, history and education.



This may look like the framework for a structure like the Eiffel tower, but it's one of Lago's two highest flares, the Alky II flare, that is presently undergoing major repairs.

Esaki por parce e estructura manera esun di toren Eiffel, pero e ta uno di Lago su flarenan mas haltu, Alky II flare, cu awor ta bao reparacion grandi.

Dos Compresor

(Continuá di pagina 1)

ki, of pa hermentnan di construccion, actuadornan y sistemanan di instrumento di control.

E equipo mas compacto aki, combiná cu Compresor Reciprocal No. 6 den Powerhouse No. 2, por entrega un total di 17,000 pia cubico di aire pa minuut: actualmente uso di aire den refineria ta sali na un promedio di 5500 pia cubico pa minuut, mientras durante oranan di hopi consumo mester di 12,600 pia cubico.

E unidadnan moderno aki a keda instalá na un costo di mas of menos f. 950,000, y e luna aki nan lo drenta na uso cu completo capacidad.

Ingeniero di e projecto ta Albino Yarzagaray, ingeniero den division di ingenieria, Departamento Mechanical.

Jerry Francis of PR/IR conducts a Video Tape class to teach participants the basic principles of TV and how to operate some of Lago's Video Tape equipment. The 3-month, 4 hours a week course covers such areas as cameras, lighting, stage setting and production techniques. Before joining Lago in June, 1967, Jerry had worked for NBC and ABC, Hollywood, and for WOR-TV, New York.

Jerry Francis di PR/IR ta dunando un training di Video Tape pa sinja participantes e principionan basico di TV y com pa opera algun di e equipo di Videotape di Lago. E curso di tres luna, cu les 4 ora pa siman, ta cubri topicos manera, iluminacion, escenario y tecniek di produccion. Promer di bin traha cu Lago na Juni 1967, Jerry a traha pa NBC y ABC na Hollywood, y pa WOR-TV na New York.

More Firewater Used in Old Days By Combat Crew than Just Water?

On occasion, even 200,000 gallons per day will barely meet the water demands of the sailors who man some aircraft carriers. A couple of years ago, the U.S.S. Princeton, a carrier of the Forrestal Class, made a Far East cruise.

Carrying its regular crew plus a heavy complement of reservists, the consumption of fresh water was greater than the evaporators of The Princeton could keep pace with. The Executive Officer, trying every means to curb consumption, put the following in the play-of-the-day:

"The U.S.S. Constitution (Old Ironside) as a combat vessel carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations. Total evaporators installed: None."

The next day the Princeton's daily newsletter quoted the statement, adding this "historical" note:

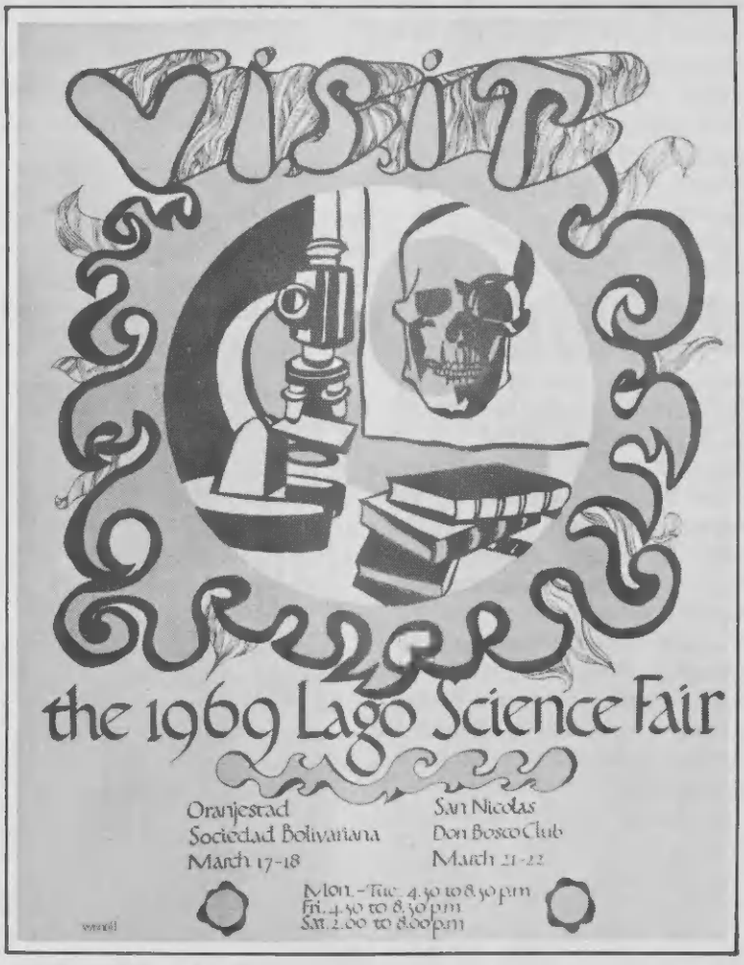
"On August 23, 1779, the U.S.S. Constitution set sail from Boston. She left with 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum. Her mission — to destroy and harass English shipping.

"Making Jamaica on October 6, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there on November 12. She provisioned with 550 pounds of beef and 64,300 gallons of Portuguese wine. On November 18, she set sail for England.

"In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchantmen, salvaging only the rum. By January 27, her powder and shot were exhausted.

"Unarmed, she made a night raid up the Firth of Clyde. Her landing party captured a whisky distillery and transferred 40,000 gallons aboard by dawn. Then she headed home.

"The U.S.S. Constitution arrived in Boston on February 20, 1780, with no cannon, no shot, no food, no powder, no rum, no whisky, and 48,600 gallons of stagnant water."



Combatante di Pasado A Usa Menos Awa Y Mas Aguardiente?

Sa socede cu hasta 200 mil galon di awa pa dia apenas ta jega pa nabegantenan den algun portavion. Algun anja pasá e portavion Princeton, un di e clase Forrestal, a haci un biahe pa Lehano Oriente.

Abordo tabatin su tripulacion regular y ademas un cantidad grandi di reservista, y pa e motibo ey consumo di awa tabata mas cu evaporadornan di Princeton por a produci. E Promer Oficial, den un esfuerzo pa baha consumo di awa di tur manera, a publica e nota aki den boletin diario di e bapor:

„Barcu di gera Americano CONSTITUTION como un barcu combatante tabatin abordo 48,600 galon di awa dushi pa su tripulacion di 475 oficial y marinero. Esaki tabata suficiente pa seis luna di operacionnan continuo. Cantidad di evaporadornan na bordo: ningun".

Dia sigiente Princeton su noticiero a copia e nota ey, y a pone acerca un nota „historico" cu ta sigi:

„Dia 23 Augustus 1779 e barcu di gera CONSTITUTION a sali di Boston. El a cuminza su biahe cu 475 oficial y marinero, 48,600 galon di awa, 7,400 bala di cañon, 11,600 liber di polvo, y 79,400 galon di rom. Su mision tabata: destrui y stroba nabegacion di barcunan Ingles.

„Jegando na Jamaica 6 di October, el a tuma na bordo 826 liber di hariña mas 68,300 galon di rom. Di ey el a bai Azores, caminda el a jega 12 November. Provisionnan cumprá eynan tabata 550 liber di carni y 64,300 galon di biña Portuges. Dia 18 November el a sali pa Inglatera.

„Den sigiente dianan el a derrota cincu barcu di gera Ingles y a captura y sink 12 barcu comercial, di cual el a salba solamente nan rom. Pa 27 di Januari su polvo y bala di cañon a caba tur.

„Sin arma, e barcu a haci un atake den anochi den Bahia di riu Clyde. Su marineronan cu a baha na tera a captura un fabrica di whisky y promer cu solo sali nan a pasa 40,000 galon di whisky na bordo. Di eynan e barcu a bolbe bai America.

„E barcu di gera CONSTITUTION a jega Boston 20 Februari 1780, sin cañon, sin bala di cañon, sin cuminda, sin polvo, sin rom, sin whisky, pero cu 48,600 galon di awa bombá."

Forty-nine employees and employees' wives are now attending a four-week Human Heredity seminar taught by Professor Irwin H. Herskowitz of Hunter College, City University of New York. Sponsored by Lago, the sessions are held every Tuesday and Thursday, from 4:30 to 6:30 p.m. in the General Office Building.

Cuarenta y nuebe empleados y esposanan di empleado ta siguiendo un curso di 4 siman tocante Herencia Humano, cu Professor Irwin H. Herskowitz di Hunter College di New York como instructor. Auspicia pa Lago, e sesionnan ta ser teni tur Diamars y Diahuebs di 4:30 pa 6:30 p.m. den Oficina Principal.

Lago's Retired Training Director Frank M. Scott Serves with IESC

Frank M. Scott, of 2653 South Poplar, Casper, Wyoming, Lago's retired training director, has accepted an assignment with the International Service Corps. As a volunteer executive with the International Service Corps he is to serve with the Ministry of Petroleum Affairs of the Lybyan Government in Tripoli, Libya. This Ministry has asked the I.E.S.C. to make available the services of an executive experienced in the training of oil industry personnel to assist them with their training problems.

Mr. Scott, accompanied by Mrs. Scott, arrived in Libya for his assignment on Feb. 17.

The International Executive Service Corps was established in January 1965 by a group of American businessmen headed by David Rockefeller, president of the Chase Manhattan Bank, to help speed economic growth and strengthen private enterprise in the developing countries.

In Lago's Videotape Studio some thirteen six-graders of Seroe Colorado School presented three playlets under direction of Teacher Dorothy E. Lovett. The plays, dramatizing books the "actors" had read, were videotaped and played back to forty parents at the school's conference room March 3.

Den Lago su Videotape Studio dieztres estudiantes di 6 klas di Seroe Colorado School a presenta tres comedia chikito bao direccion di Maestra Dorothy E. Lovett. E comedianan, dramatizando bukinan cu e "actornan" a lesa, a ser poní ariba videotape y presenta na 40 mayornan na e school Maart 3.

Santo Pa Pak Tereno

(Continuá di pagina 5)

baanse Wegenbouw Mij., Jossy Motors Transportation, Johnson's Enterprises y Aruba Painting.

Gerente di e projecto ta Allan Temple, kende ta ser asistí pa Ingeniero di projecto Gene Goley,. y Ingeniero di Tereno Hank Frederiks.